
South Texas Coastal Zone
Area Contingency Plan
(STCZACP)

Marine Firefighting Plan

Annex E
May 2024

Record of Changes

Change Number	Change Description	Part Number	Change Date	Name
1				
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South Texas Coastal Zone Area Contingency Plan

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1000 Introduction

This plan outlines the USCG responsibilities and provides response guidelines for a marine fire. The Captain of the Port's (COTP) primary concern in responding to vessel or facility fires is to ensure safety of life. Secondary concerns include maintaining vessel traffic, preserving property, and protection of the environment. To accomplish this, the COTP and the Marine Fire-fighting sub-committee have created this fire-fighting plan for responding to vessel and waterfront casualties. The guiding policy for this plan is COMDTINST M16000.11, Marine Safety Manual, Volume VI, chapter eight (Coast Guard Firefighting Activities).

1100 Policy and Responsibility

The senior fire service officer with jurisdiction over the location in which the shipboard fire occurs will serve as the Incident Commander (IC). For other fires, the master of the affected vessel or another designated representative of the owner/operator will serve as the IC. The USCG shall not assume overall control of firefighting efforts when appropriate qualified fire service officers are present and able to assume command.

The South Texas Coastal Zone ports and waterways facilities cover many miles of waterways, transiting numerous local, county, and state jurisdictional boundaries. A unified command (UC) structure for incidents in these areas shall be used when practical. The COTP should be consulted relative to action that may affect the navigational channel or create a pollution hazard.

1200 Captain of the Port Responsibility

The USCG renders assistance as available, based on the level of training and the adequacy of equipment. The COTP intends to maintain this traditional "assistance as available" posture without conveying the impression that the USCG is prepared to relieve local fire departments of their responsibilities or compromise their authorities. Paramount in preparing for vessel or waterfront fires is the need to integrate USCG planning and training efforts with those of other response agencies, particularly local fire departments and port authorities.

The COTP shall provide appropriate assistance to local municipal fire departments, vessel and facility owners and operators, and other interested parties. The COTP will be prepared to assume the role of IC upon conclusion of firefighting operations if it is appropriate to do so. All USCG firefighting forces and equipment shall remain under the control of their normal chain of command. Orders for the coordination of USCG personnel shall be passed through the USCG COTP or designated representative by the local qualified fire officer. The USCG COTP or designated representative shall be responsible for evaluating the orders of such persons and executing only those orders that will not create unwarranted risk to USCG personnel or equipment.

1300 Vessel Master Responsibility

The master of a vessel is responsible for the safety of the crew and vessel and should initiate firefighting response actions in accordance with the vessel's fire plan. The presence of local fire fighters does not relieve the master of command or transfer the master's responsibility for overall safety on the vessel. However, the master should not normally countermand any orders given

by the local fire fighters in the performance of firefighting activities on board the vessel, unless the intended action clearly endangers the safety of the vessel or crew. **As the Master is typically the person most familiar with the vessel in question, then he/she should be integrated into the Unified Command.**

1400 Area of Responsibility

The COTP's area of responsibility for the South Texas Coastal Zone is defined by 33 CFR 3.40-35. Basically, the area of responsibility is from east bank of the Colorado River in Matagorda County, Texas, southward to the United States-Mexico border.

Responsibility extends to:

- Ships and vessels
- Their crew and cargo
- Structures in or immediately adjacent to navigable U.S. waters
- Resources within such waters

2000 Task Organization

In the event of a major shipboard or facility fire, the COTP will request the designation of an IC. The senior fire service person on-scene serves as the IC for the purpose of responding to the fire and the COTP is responsible for the safety of the waterway and adjacent area.

2100 Multi Agency Response

In a multi-agency response, a Unified ICS structure should be established. This ICS structure should consist of the individuals designated by their respective agencies. The members of the Unified ICS must jointly determine objectives, strategy, and priorities. The determination of which agencies or departments the IC/UC uses may be done on the basis of greatest jurisdictional involvement, number of resources involved, existing statutory authority, or by mutual knowledge of the individual's qualifications.

A Unified IC structure is called for under the following conditions:

- more than one department or agency shares management responsibility due to the nature of the incident or the kinds of resources required or,
- the incident involves more than one jurisdiction.

The USCG cannot delegate its statutory authorities and will not delegate mission responsibilities to state or local agencies. However, USCG personnel should be prepared to fully integrate into a Unified ICS response structure and provide assistance as necessary.

The U.S. Coast Guard Incident Management Handbook (IMH) Chapter 22-Marine Fire and Salvage offers detailed guidance into the management team structure during a marine fire event.

2200 Multi-Agency Coordination

Coordination between outside agencies is most essential and must be assured by maintaining a continuous liaison between representatives. The best way to accomplish this is for the COTP to

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meet with all of the UC representatives at the command post to discuss how the situation will be handled. While each case will present a different set of circumstances, liaison with representatives from some or all of the following groups may be appropriate:

- Fire Department(s)
- Owner's Representative
- U. S. Coast Guard
- Appropriate Port Authority/Navigation District
- Pilots Association
- Appropriate Facility Managers
- Master of Vessel
- Chief Engineer/Chief Mate
- Marine Surveyor
- Cargo Representative
- Legal Counsel
- Naval Architect
- Industrial Hygienist/Toxicologist
- Ship's Agent
- Stevedores
- State response agency
- Appropriate Municipal and/or County and State Officials

2300 Federal Response

USCG Response resources:

- National Strike Force
- Marine Safety Center/Salvage Engineering Response Team (SERT)
- Eighth District Response Advisory Team
- Eighth District Legal

Other Federal Agencies:

- Environmental Protection Agency
- Scientific Support Coordinator provided by NOAA
- USN Supervisor Of Salvage (SUPSALV)
- Navy or Army Corps of Engineers vessels operating in the vicinity

Other Resources: Any commercial ship becomes a valuable resource during an offshore fire to rescue the burning vessel's crew should the fire get out of control. Vessels in the area should be notified of a situation via an Urgent Marine Information Broadcast (UMIB). Tug companies in the vicinity should be contacted and may assist in fighting the fire, moving a dead ship, or transporting personnel and equipment.

2400 State Response

For Texas, contact the Division of Emergency Management, Texas Department of Public Safety for assistance.

2500 Local Response

Most local fire departments have limited response capabilities for shipboard fires. Some local fire departments have small watercraft that can be used for search and rescue and spill response. Offshore ship fires are a rescue priority. Land based fire departments will have involvement at their chief's discretion as the situation and location dictates.

Local emergency management officials provide response to many different emergencies and serve as a centralized notification point for resources within their local areas.

Additionally, the South Texas Waterways Advisory Committee provides a Marine Firefighting Resource Guide for the Corpus Christi area. It is available on the Sector Corpus Christi Homeport page and the TGLO Toolkit.

Law enforcement agencies can assist on-scene to:

- Control crowd
- Limit access to incident area
- Provide security for staging areas and/or
- Provide police escort for vehicles carrying fire-fighting personnel and resources

2600 COTP Role

All USCG firefighting forces and equipment within a COTP's Area of Responsibility shall be under the control of the COTP. The COTP is responsible for the development of the marine firefighting annex with input from local response organizations. The COTP shall act as the liaison between the USCG and other response organizations and the media. Orders from the IC for USCG responders shall be passed through and evaluated by the COTP. Only those orders that will not create unwarranted risk for USCG personnel and equipment shall be executed. The COTP shall not assume overall control of firefighting efforts when appropriate qualified fire officers are present and able to take control.

The COTP should:

- Assume the role of IC if the firefighting response is inadequate or nonexistent.
- Be prepared to assume the role of IC following conclusion of firefighting operations if the incident involves pollution or is classified as a marine casualty.
- Coordinate the use of other USCG resources such as small boats, helicopters, etc. in coordination with request of the IC/UC.
- Establish a Marine Firefighting Coordination Team to assist the IC in developing response objectives and integrating federal resources into the response.
- Initiate a Broadcast Notice to Mariners (BNTM) to inform other vessels of the incident.
- Make an assessment of nearby vessels and docks to determine if they might be impacted and notify parties.
- Be prepared to establish a safety zone around the incident.
- Be prepared to issue COTP orders to direct the movement or deny entry of vessels.

For the Command Post:

- The incident command post will be established by the IC.

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- The USCG Marine Firefighting Team Coordinator is stationed at the incident command post and maintains communications with involved USCG resources, fire departments, vessel master, facility operators, owners' representatives, salvage or cleanup companies, port officials, and other key personnel on-scene.
- A command post should be established outside of a hazard or decontamination zone.

Considerations in choosing a command post site:

- Command post location not endangered
- Proximity to fire
- Accessibility

2700 Incident Commander Role

The IC will direct the firefighting operations of all responding agencies. Safety of responding emergency personnel shall take priority. The operational response will be based on the following tactical priorities:

- **Rescue:** The saving of lives and removal of victims to a safe area is paramount and comes before any other consideration.
- **Exposure:** The protection from exposure is necessary to prevent damage to nearby structures, equipment, and materials and to prevent the spread of fire to uninvolved areas (including fuel loads) on or off the vessel. Exposures may be shipboard, shore side, or on a nearby vessel.
- **Confinement:** Confine the fire to the compartment or area of origin.
- **Extinguishment:** Extinguishment includes those operations that are required to attack and extinguish the main body of fire.
- **Stability:** Ensure firefighting efforts do not negatively affect the vessel's stability.
- **Overhaul:** Overhaul includes those operations required to complete the extinguishment of remaining fire, prevent re-flash, and to place the compartment and ship in a safe condition.
- **Salvage:** Salvage includes those operations required to protect compartments and contents from preventable damage due to water, smoke, heat, or other elements.
- **Ventilation:** Ventilation includes those operations required to displace a heated and contaminated atmosphere within an involved compartment with normal air from the outside atmosphere.

2800 Responsible Party Role

The responsible party (RP), or ship's master or designee, will maintain control over the vessel, crew, and passengers. The RP will assign a representative to the incident command post. His/her designee should be thoroughly familiar with the ship's firefighting systems and understand ICS.

- The command post will be established upon arrival of the local fire department with command and control for all firefighting functions falling within its guidelines. The ship's firefighting crews will provide strategic assistance to the command post through the RP's representative.
- The RP's first responsibility will be the evacuation of all nonessential personnel and to ensure accountability is taken of the passengers and crew.

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- The ship's firefighting crew will make every effort to contain and extinguish the fire. Once the situation has progressed beyond their capabilities, every effort will then be made to contain the fire and await assistance from the fire department having jurisdiction.
- The RP shall deliver the vessel's Fire Control Plan and manifest to the first arriving fire-fighting units.

2900 Vessel Master Role

The master of the vessel will:

- Implement the initial response based on the vessel's fire control plan.
- Ensure proper communications, both internal and external and that proper notifications are made to the appropriate fire department or contractor and the USCG. If necessary, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.
- Control the operation and use of all shipboard firefighting systems.
- Coordinate the efforts of shipboard fire teams in responding to the fire.
- Conduct a muster of the crew and provide a report to the IC/UC.
- Utilize his/her resources to control the fire until such time as he/she is relieved of firefighting activities by the designated IC.
- Decide if it is necessary to abandon ship. If the crew is ordered to abandon ship, the master will ensure that the proper procedures are carried out.
- Provide the vessel fire control plan and international shore connection to IC/UC.
- Provide a list of crewmembers, the condition of the vessel including status of the fuel and ballast tanks and any other flooding and stability issues, the type and condition of cargoes on board, and identification of any special equipment hazards, explosions, or damage.

3000 Vessel Specific Response Operations

Initial response operations will be the responsibility of the operator of the vessel or facility. Operators of vessels must use their own fire control plans to respond to shipboard fires and take any additional steps necessary to limit the spread of fire from the vessel.

Local firefighting organizations (municipal, volunteer, industrial, and contractor) must be prepared to respond within the limits of their training and capabilities. If fire-fighting resources are not trained or capable of handling a shipboard fire, they should take appropriate measures to prevent the fire from spreading.

In addition to the local firefighting resources, the hiring of a professional marine firefighting organization should be considered. These organizations can provide a variety of assistance ranging from technical expertise to trained personnel and specialized equipment for responding to shipboard fires. A contact list for commercial firefighting resources is provided in Part 7000 of this document.

The USCG will provide assistance as appropriate. This may include establishing safety zones, rerouting or restricting vessel traffic, assistance with search and rescue or medical evacuation,

deployment of the marine firefighting coordination team, or pollution response operations. Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the IC under a UC system.

3100 Priorities

- Force (responder) Protection
- Protection of health and human safety
- Protection of the environment
- Protection of property
- Reconstitution of the port

3200 Firefighting Response Considerations

- Establishment of a UC system.
- A complete scene size-up to determine what is burning (class of fire and materials involved).
 - Is the cargo water reactive? How volatile is the cargo?
 - Additional concerns as systems lose power? (i.e., power loss to pressurized cargo)
 - Are there hazardous spaces/conditions to avoid?
- A review of the vessel's fire control plan with the chief mate, chief engineer, or crew representative.
- Determining whether the vessel firefighting systems are operational and locating the international shore connection.
- Establishment of appropriate staging areas for arriving equipment.
- A language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required.
- The stability of the vessel may be affected by the additional equipment and the use of water or foam in combating the fire.
- Determine the need for dewatering while the fire is being attacked, extinguished, and overhauled.

3300 Vessel Specific Response Operations

The designated IC (normally the senior fire official on-scene) will direct employment of responding resources. Firefighting resources will be employed based on:

- Location and extent of fire,
- Class and extent of cargo involved,
- Possibility of explosion,
- Possibility of sinking or capsizing,
- Hazard to crew or other resources present at location,
- Weather forecast,
- Maneuverability of vessel,
- Effects on bridges which must be transited, and
- Alternatives if the vessel is not allowed entry or movement.

3400 Vessel Entry or Movement

The authority to deny vessel entry or movement rests solely with the COTP. The guiding policy for the decision is: the port should not be jeopardized to save a single vessel if the risk is too great. Risk evaluation, and cost-benefit analyses where applicable, should be employed during the planning process. Considerations for denying entry or movement:

- There is danger of fire spreading to other port facilities or vessels.
- The vessel is likely to sink or capsize within the channel, becoming an obstruction to navigation.
- The vessel may be abandoned.
- Unfavorable weather conditions preclude safe vessel movement or would hamper firefighting; i.e., high winds, fog, strong currents, etc.
- There is risk of a serious pollution incident.

Before entry or movement is considered, the vessel should be examined (with other involved agencies, if possible) in order to determine its condition. Permission for entry or movement may be granted when all appropriate parties, if possible, including pilots and port authority officials have been consulted. The COTP will then direct the best course of action for that particular incident. Special considerations of a request for entry into the port by a burning vessel under declaration of "force majeure" should be evaluated under the previously listed criteria. Once the decision to permit entry or movement of the vessel has been made, consider:

- Issuing a Broadcast Notice to Mariner (BNTM).
- Ordering the movement of other vessels or cargo stored in the area to preclude their involvement.
- Positioning the vessel to facilitate firefighting.
- The need for USCG escort of vessel.
- Tug assistance as required.

3500 Mooring, Anchorage, Grounding and Scuttling

The COTP should coordinate with fire departments, pilots, port officials, and involved agencies to pre-select a mooring, anchoring, or grounding site for fighting the fire. Considerations for these types of movements are:

- The flammability of wharf structures, facilities, other vessels, and public risk.
- Availability of adequate water supplies.
- Accessibility for response boats and vehicles.
- The possibility of the vessel sinking or becoming abandoned.
- Exposure of or damage to underwater pipelines and overhead utilities.
- The fire's effect on normal channel traffic.
- Potential marine environmental damage.
- Whether the bottom material is soft enough that the ship's hull will not be ruptured.
- A water depth that is shallow enough that the vessel will not sink below the main deck level, yet deep enough that fire boats, salvage barges, and tugs can approach. Tides and other water level fluctuations must be considered.
- Avoiding an area known to have strong winds or currents that could hamper firefighting or salvage efforts.

3600 Vessel Fire at Pier

A UC will be established with the fire department having jurisdiction as the lead agency. The fire department is responsible for fighting the fire; the USCG is responsible for port and waterway safety. Initially, the USCG should set safety zones to ensure public safety. The USCG may assist in requesting resources such as foam, SUPSALV, communications, and scientific support.

The fire department IC may request mutual aid assistance locally through the respective local mutual aid association depending on where the incident occurs. Federal assistance should be requested through the USCG. Phone numbers for these resources are located in Part 7000 of this document.

The USCG will provide technical assistance, ensure waterside safety and:

- Assign marine fire-fighting coordinator.
- Assign a Marine Inspector as a fire department liaison that will also act as a COTP assistant.
- Provide USCG and other federal response forces as directed by the COTP.
- Coordinate a small boat patrol of safety zone as directed by the COTP.

3700 Vessel Fire Underway or at Anchor

In the event of a fire on a vessel that is underway within the COTP area, efforts may be made to moor the vessel to facilitate firefighting efforts. If after consultation between the USCG, the fire department, and port officials, it is decided that mooring the vessel is not feasible, then the vessel will be directed to a suitable anchorage or grounding site.

If the vessel is unable to enter port or is denied entry, efforts will be made to obtain firefighting technical support and operational assistance from the local fire departments and companies with marine firefighting capabilities. The next consideration would be to consult with the RP to determine the need for contracting a commercial firefighting company. Subsequent to successful search and rescue operations, the primary concern with offshore vessel fires is prevention of pollution of United States waters, disruption of port functions, and destruction of property. In these instances the USCG will:

- Conduct firefighting with USCG personnel only to the extent required to conduct Search and Rescue (SAR) in a safe manner.
- Consult the Area Contingency Plan (ACP) for more details on oil spill and hazardous material release response operations.

3800 Vessel Stability Considerations

The large volumes of water often used combating fires can have a negative impact on vessel stability, jeopardizing the safety of the vessel and personnel on board. The most important consideration regarding vessel stability is the control of a vessel's list.

Factors affecting stability:

- The free surface of all liquids on board,

- The integrity of the hull,
- Whether the double bottoms are empty or full,
- Integrity of watertight boundaries during flooding, and
- Flatness of the hull bottom if the vessel is in contact with the bottom.

Vessel owners and operators of oil tankers and offshore oil barges are required to prearrange prompt access to computerized, shore-based damage stability and residual strength calculation programs, available 24 hours a day, as required by 33 CFR 155. Similarly, owners and operators of inland oil barges are required to have vessel plans necessary to perform salvage, stability, and residual hull strength assessments at a shore based location, available 24 hours a day. The USCG Marine Safety Center can assist the IC/UC with stability concerns and is available 24 hours a day. Their phone number is 202-327-3985.

3900 Facility Fires

Initial response operations will be the responsibility of facility personnel. Owners/operators of a facility should develop their own contingency plans to respond to a fire or explosion at their facility. The response to a facility fire is basically the same as a vessel fire. The organization and responsibilities are listed in the vessel section. Please see Part 3000 for additional information.

3910 Emergencies during Firefighting Operations

This section addresses emergencies that develop during marine fire-fighting operations; e.g., secondary explosions, injuries, trapped personnel, loss of water supply, vessel drifting or sinking, etc.

No one can predict what is going to happen next during any emergency response operation. The IC/UC can greatly reduce the risk to personnel and property by employing sound IC/UC practices to the operations and control of the incident.

Personnel appointed to the IC/UC system must have intimate knowledge and experience in the area of their assignment. Detailed attention to the areas of personnel safety, accountability, medical monitoring, logistics, and staging, may identify unseen hazards and/or allow the IC/UC to deal with unpredictable events in a safe and timely manner. The IC/UC should be educated in NFPA 1500: Standard on Fire Department Occupational Safety and Health Program, and 29 CFR 1910: Occupational Safety and Health Standards.

4000 Training

Coordinated interagency training exercises should be carried out annually to ensure proper response to firefighting emergencies. Scenarios should be developed so that a maximum number of resources are exercised.

There are several different fire-fighting courses useful to COTP personnel. Texas A&M University, Emergency Services Training Institute, located in College Station, TX, offers a 40 hour, one week program aimed at providing personnel in marine industry and transportation with expertise in various phases of shipboard firefighting and emergency procedures. A schedule of classes and fees, if any, can be obtained directly from the University:

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Texas A & M University Service
F. E. Drawer K
College Station, TX 77843
Phone: (979) 458-6805 or (979) 845-7642

The US Maritime Administration in cooperation with Delgado Community College in New Orleans, LA, offers two courses in marine firefighting for the marine industry. One is a two-day course for barge personnel; the other is a four-day course for ship's personnel. For course information and schedules contact:

Mr. Tom Mount, Coordinator
Marine Firefighting Program
Delgado Community College
615 Park Ave.
New Orleans, LA 70119
Phone: (504) 483-4038

Great Lakes Region
Marine Fire Training Center
2600 Eber Rd.
Swanton, OH 43558
Phone: (419) 259-6362

4100 Local Fire Department Training

All local fire departments conduct continuous training programs for their personnel. This training covers all phases of firefighting from prevention to overhaul and investigation. Considerable attention is also focused on logistics and hazardous materials.

The importance of cooperation and cross training between USCG units and local industrial and municipal fire departments cannot be overemphasized. Personnel become familiar with various equipment and methods that facilitate rapid response actions and communication during actual fires. The COTP may access the local fire department school for USCG personnel. This will help create an integrated firefighting system ensuring the best possible protection for the port area.

5000 Finance

In general, funding for USCG firefighting activities must come from USCG Operating Expense funds. Under some limited circumstances, the Oil Spill Liability Trust Fund (OSLTF) or Comprehensive Environmental Response, Compensation, and Liability (CERCLA) Trust Fund of 1980 and OPA '90, P. L. 101-380, may be available to reimburse firefighting expenses. This is limited only to those situations where the fire is fought specifically to abate the potential for a pollution incident. Firefighting activities related to the safety of life or property are generally not contracts for responding to discharges that pose substantial threat to public health or welfare.

5100 Financial Responsibility

If there is not a RP, the USCG can open the OSLTF/CERCLA if there is an oil or hazardous chemical spill or threat of one. If there is a RP and Federal funds are used for response expenses, those expenditures WILL be recovered from the RP. The COTP shall generate a Pollution Removal Authorization for other emergency response organizations that have been requested and utilized.

5200 Government Liability

An owner/master, charter, or agent who wishes to enter or move within the port to save a vessel or cargo must indemnify (hold harmless) the port, its board, or federal and local governments for damage or injury suffered as a result of fire or vessel movement during a casualty.

5300 Response Cost Considerations

Response funding is available through the OSLTF or CERCLA when a substantial threat of pollution or HAZMAT release to the marine environment exists, in which case commercial resources can be contracted for mitigation.

6000 Radio Communications

The following is a list of radio frequencies that may be utilized during a fire response operation:

- VHF-Channel 81A
- VHF-Channel 21
- VHF-Channel 22
- VHF-Channel 06
- 800 Megahertz
- VHF Fire Mutual Aid Texas Fire 1 154.2800
- VHF Fire Mutual Aid Texas Fire 2 154.2650
- VHF Fire Mutual Aid Texas Fire 3 154.2950

The FCC has designated three VHF-High frequencies, 154.126, 154.260, and 154.290 MHz, as the Fire Mutual Aid Radio Systems to provide common communications between firefighting units from different agencies operating at a common incident. Terminology used during a fire incident should be in common day to day language.

Additional sources of communications equipment:

- Requesting the use of local fire department communication vans/command posts is recommended for all marine response incidents (see Resources list sec 8620 & 8630).
- A wide range of deployable communication equipment is available from USCG Atlantic Area/Maritime Defense Zone Atlantic.
To activate this resource call (757) 398-6499 during daytime hours or USCG Atlantic Area Command Center (757) 398-6231 after hours.

6100 International Common Public Safety Channels

Table 1 International Common Public Safety Channels

800 MHz BAND INTERNATIONAL COMMON PUBLIC SAFETY CHANNELS				
DESIGNATOR	USE	MOBILE/PORT. TRANSMIT FREQUENCY	MOBILE/PORT. RECEIVE FREQUENCY	CTCSS (TONE SQUELCH FREQUENCIES)
ICALL RP	CALLING, ESTABLISHING CONTACT	821.0125 MHZ	866.0125 MHZ	156.7 HZ
ITAC 1 RP	TACTICAL REPEATER	821.5125 MHZ	866.5125 MHZ	156.7 HZ
ITAC 2 RP	TACTICAL REPEATER	822.0125 MHZ	867.0125 MHZ	156.7 HZ
ITAC 3 RP	TACTICAL REPEATER	822.5125 MHZ	867.5125 MHZ	156.7 HZ
ITAC 4 RP	TACTICAL REPEATER	823.0125 MHZ	868.0125 MHZ	156.7 HZ
ICALL TA	CALLING, ESTABLISHING CONTACT	866.0125 MHZ	866.0125 MHZ	156.7 HZ
ITAC 1 TA	TACTICAL SIMPLEX	866.5125 MHZ	866.5125 MHZ	156.7 HZ
ITAC 2 TA	TACTICAL SIMPLEX	867.0125 MHZ	867.0125 MHZ	156.7 HZ
ITAC 3 TA	TACTICAL SIMPLEX	867.5125 MHZ	867.5125 MHZ	156.7 HZ
ITAC 4 TA	TACTICAL SIMPLEX	868.0125 MHZ	868.0125 MHZ	156.7 HZ

7000 Firefighting Resources
7100 Agency Telephone Numbers

Table 2 Emergency Response, Salvage and Marine Fire Fighting Contact Information

Federal:	
USCG National Strike Force Coordination Center	252-267-3458
Gulf Strike Team-Duty Phone	251-441-6601
Marine Safety Center-SERT Duty Phone	202-327-3985
USCG Sector Corpus Christi Command Center	361-939-0450
USCG District Eight	504-589-6225
Marine Safety Unit Brownsville	956-592-0544
Marine Safety Unit Victoria	361-533-0087
USN SUPSALV	202-781-1731
US Army Corps of Engineers	361-884-3385
EPA	800-887-6063
FBI (Brownsville)	956-846-6922
FBI (Corpus Christi)	361-883-8671
FBI (Victoria)	361-582-0604
Red Cross (Corpus Christi and Victoria)	361-887-9991
Red Cross (Harlingen)	956-423-0523
Salvation Army (Victoria)	361-576-1297
Salvation Army (Corpus Christi)	361-884-9497
Salvation Army (Harlingen)	956-423-2454
State Law Enforcement:	
Texas: Texas DPS	512-424-2000

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	Fire	Police
Aransas Pass	361-749-6241	361-758-5224
Brownsville	956-546-4674	956-548-7000
Corpus Christi	361-882-6253 RTFC	361-882-1182 POCCA
Fulton	361-729-2691	361-729-1111
Ingleside	361-776-7422	361-776-2531
Point Comfort	361-987-2661	361-987-2345
Port Aransas	361-749-6241	361-749-6241
Port Isabel	956-943-3523	956-943-2727
Port Lavaca	361-552-4620	361-552-3788
Port O'Connor	361-983-4604	
Portland	361-643-0155	361-777-4444
Rockport	361-729-5392	361-729-1111
Seadrift	361-785-2911	361-785-2069
Victoria	361-485-3450	361-573-3221
Emergency Managers		
Aransas County	361-729-2222	
Calhoun County	361-553-4400	
Cameron County	956-547-7000	
Kenedy County	361-595-8527	
Kleberg County	361-595-8527	
Matagorda County	979-323-0707	
Nueces County	361-888-0513	
Port of Brownsville	956-509-2100	
Port of Corpus Christi	361-885-6612	
Refugio County	361-526-2820	
San Patricio County	361-587-3560	
Victoria County	361-580-5770	
Willacy County	956-689-5456	
Commercial Fire-Fighting Resources:		
Wild Well Control	281-353-5481	
Williams	409-727-2347	
Boots & Coots	713-621-7911	
Marine Chemists		
First, work with the vessel's agent or the facility's safety officer.		
Scott Godfrey (serves the AOR)	281-798-1579	
Marine Chemists of Texas (out of Houston)	409-832-6409	
Marine Inspection Services (out of Houston)	281-457-5552	

7200 South Texas Boat Ramps/Cranes

Table 3 List of South Texas Boat Ramps/Cranes

South Texas Boat Ramps/Cranes						
RAMPS						
Ramp Name & Phone Number	Location	Ramp Surface	# of Ramps	Parking Surface	GPS Reading	Lights
Border Patrol Ramp 956-784-7500	LRGVNWR, end of Tarpon Bend Drive, Brownsville, TX 78578	Hard "Cement"	1	60' x 100' "Dirt"	25° 57' 30" N 97° 12' 16" W	No
Port of Brownsville Boat Ramp 956-831-4592	Windhaus Road and R.L. Ostos Road, across from Gulfstream Marine	Hard "Cement"	1	100' x 160' "Asphalt & Dirt"	25° 56' 57" N 97° 24' 07" W	No
Jaime Zapata Memorial Boat Ramp 956-761-3700	44270 SH-48, Brownsville, TX 78521	Hard "Cement"	2	120' x 200' "Asphalt"	26° 00' 07" N 97° 17' 55" W	Yes
Southpoint Marina Boat Ramp 956-943-7926	500 S. Point Ave, Port Isabel, TX 78578	Hard "Cement"	2	100' x 350' "Cement"	26° 03' 56" N 97° 12' 31" W	Yes
Port Isabel Park Center Boat Ramp 956-943-7340	702 Champion Ave, Port Isabel, TX 78578	Hard "Cement"	1	80' x 120' "Cement & Dirt"	26° 04' 10" N 97° 12' 47" W	Yes
White Sands Marina Boat Ramp 956-943-2414	418 TX-100, Port Isabel, TX 78578	Hard "Cement"	1	50' x 70' "Cement & Asphalt"	26° 04' 27" N 97° 12' 52" W	Yes
Pompano Park Boat Ramp 956-943-2682	1 Pompano Ave, Port Isabel, TX 78578	Hard "Cement"	1	160' x 220' "Asphalt"	26° 04' 27" N 97° 12' 52" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
Pelican Point Marina Boat Ramp 956-943-6464	40 Tarpon Ave, Port Isabel, TX 78578	Hard "Cement"	1	None (RV Parking)	26° 04' 33" N 97° 12' 55" W	Yes
Laguna Vista Recreational Association Marina Boat Ramp 956-943-2747	802 Beach Blvd, Laguna Vista, TX 78578	Hard "Cement"	1	180' x 200' "Asphalt & Dirt"	26° 06' 11" N 97° 17' 24" W	Yes
Isla Blanca Park Public Boat Ramp 956-761-5494	33174 State Park Rd 100, South Padre Island, TX 78597	Hard "Cement"	1	180' x 260' "Asphalt"	26° 04' 07" N 97° 09' 46" W	Yes
KOA South Padre Island Boat Ramp 956-238-7620	1 Padre Blvd, South Padre Island, TX 78597	Hard "Cement"	3	None	26° 04' 43" N 97° 10' 10" W	Yes
Jim's Pier Boat Ramp 956-761-5467	211 W Swordfish, South Padre Island, TX 78597	Hard "Cement"	2	140' x 130' "Asphalt" Triangular	26° 06' 15" N 97° 10' 12" W	Yes
Parrot Eyes Boat Ramp 956-772-9040	5801 Padre Blvd, South Padre Island, TX 78597	Hard "Cement"	1	None	26° 07' 45" N 97° 10' 18" W	Yes
Rio Hondo Public Boat Ramp 956-748-2102	400-500 Harris Rd, Rio Hondo, TX 78550	Hard "Cement"	2	120' x 170' "Asphalt"	26° 14' 22" N 97° 35' 8" W	No
Hummingbird Cove RV Park Boat Ramp 956-245-1544	32637 FM-2925, Rio Hondo, TX 78583	Hard "Cement"	1	100' x 100' "Dirt"	26° 14' 39" N 97° 30' 17" W	Yes
Diving Dolphins RV	32773 FM-2929 Rio Hondo, TX 78583	Hard "Cement"	1	None (RV Parking)	26° 19' 59" N 97° 30' 04" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
Park Boat Ramp 956-434-1544						
DelRey Boat Ramp	35279 FM-2925, Rio Hondo, TX 78583	Hard "Cement"	3	260' x 450' "Asphalt"	26° 19' 31" N 97° 27' 22" W	Yes
Arroyo City RV & Boat Park Ramp 956-289-2456	36159 Marshall Hutts Road, Rio Hondo, TX 78583	Hard "Cement"	1	None (RV Parking)	26° 19' 53" N 97° 26' 31" W	Yes
Sanchez Bait Stand Boat Ramp 956-748-2406	36405 Marshal Hutts Rd, Rio Hondo, TX 78583	Hard "Cement"	1	None (RV Parking)	26° 19' 54" N 97° 26' 30" W	Yes
Adolph Thoma Jr County Park 956-748-2044	37844 Marshal Hutts Rd, Rio Hondo, TX 78583	Hard "Cement"	2	140' x 170' 150' x 210' "Asphalt"	26° 21' 00" N 97° 23' 27" W	Yes
Port Mansfield Shallow Water Boat Ramp	1222 E. Matagorda Dr, Port Mansfield, TX 78598	Hard "Cement"	1	80' x 290' "Cement"	26° 32' 15" N 97° 25' 14" W	No
Port Mansfield Harbor Boat Ramp 956-944-2325	630 Laguna Dr, Port Mansfield, TX 78598	Hard "Cement"	2	150' x 390' "Asphalt"	26° 33' 10" N 97° 25' 42" W	Yes
Port Mansfield Marina Boat Ramp 956-944-2331	600 Mansfield Dr, Port Mansfield, TX 78598	Hard "Cement"	3	250' x 260' "Asphalt"	26° 33' 23" N 97° 25' 43" W	Yes
Williamson's Boat Works Boat Ramp 361-297-5222	1008 Boat Works Rd, Riviera, TX 78379	Hard "Caliche"	1	90' x 300' "Hard Dirt"	26° 16' 39" N 97° 42' 30" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
Kaufer-Hubert Memorial Park Boat Ramp 800-333-5032	FM-628 Exd, Riviera, TX 78379	Hard "Cement"	4	140' x 400' "Asphalt"	27° 19' 10" N 97° 40' 57" W	Yes
Padre Island National Seashore Bird Island Basin Boat Ramp 361-949-8069 (-8068)	End of Bird Island Basin Rd, 20420 Park Rd 22, Corpus Christi, TX 78418	Hard "Caliche"	7	200' x 600' "Asphalt"	27° 28' 23" N 97° 18' 34" W	Yes
Bluff's Landing Marina Boat Ramp 361-288-2656	4242 Laguna Shores Rd, Corpus Christi, TX 78418	Hard "Cement"	2	150' x 250' "Asphalt & Cement"	27° 36' 43" N 97° 17' 52" W	Yes
Yorktown & Laguna Shores Boat Ramp	3909 Laguna Shores Rd, Corpus Christi, TX 78418	Hard "Cement"	2	100' x 330' "Hard Dirt"	27° 37' 00" N 97° 17' 49" W	No
Corpus Christi KOA Boat Ramp 361-252-9860	101 Caribbean Dr, Corpus Christi, TX 78418	Hard "Cement"	1	None (RV Parking)	27° 37' 47" N 97° 17' 21" W	Yes
Bluff Bay Marina Boat Ramp 361-443-6608	102 Jester St, Corpus Christi, TX 78418	Hard "Cement"	1	100' x 300' "Asphalt & Caliche"	27° 40' 20" N 97° 16' 14" W	Yes
Marker 37 Marina Boat Ramp 361-949-4750	13317 S Padre Island Dr, Corpus Christi, TX 78418	Hard "Cement"	4	270' x 600' "Hard Caliche"	27° 37' 47" N 97° 17' 21" W	Yes
Clem's Marina Boat Ramp	13304 S Padre Island Dr, Corpus Christi, TX 78418	Hard "Cement"	1	200' x 300' "Hard Caliche"	27° 38' 06" N 97° 14' 17" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
361-949-8445						
Billings Bait Stand Boat Ramp 361-949-8692	13428 S Padre Island Dr, Corpus Christi, TX 78418	Hard "Cement"	1	200' x 300' "Hard Caliche"	27° 38' 03" N 97° 14' 10" W	Yes
Packery Channel Boat Ramps 361-826-3469	149 Zahn Road, Corpus Christi, TX 78418	Hard "Cement"	2	200' x 370' "Asphalt"	27° 38' 03" N 97° 14' 10" W	Yes
Corpus Christi Municipal Marina Boat Ramp 361-826-3980	90 Cooper's Alley L-Head, Corpus Christi, TX 78401	Hard "Cement"	4	220' x 280' "Asphalt"	27° 47' 30" N 97° 23' 22" W	Yes
PCCA, Public Oil Dock 11 Boat Ramp 361-882-1773	End of Cantwell Lane, Port of Corpus Christi	Hard "Cement"	1	80' x 400' "Asphalt & Dirt"	27° 49' 20" N 97° 26' 20" W	Yes
PCCA Bulk Materials Dock Boat Ramp 361-882-1773	End of Navigation Blvd, PCCA Bulk Terminal Road, Corpus Christi, TX 78407	Hard "Cement"	1	40' x 400' "Hard Dirt"	27° 49' 05" N 97° 27' 47" W	No
PCCA Public Oil Dock 1 Boat Ramp 361-882-1773	1231 Navigation Blvd, Corpus Christi, TX 78407	Hard "Cement"	1	70' x 270' "Asphalt"	27° 48' 55" N 97° 24' 03" W	Yes
Labonte Park Nueces River Boat Ramp (Low RR-Trestle Crossing to Bay)	14333 IH-37 Frontage Road, Corpus Christi, TX 78370	Hard "Cement"	1	60' x 300' "Asphalt"	27° 53' 43" N 97° 37' 43" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
361-826-2489						
Marinaville Bait Stand 361-883-2248	5151 W Causeway Blvd, Corpus Christi, TX 78402	Hard "Cement"	1	40' x 350' "Hard Shell, Caliche & Pavement"	27° 50' 14" N 97° 22' 52" W	Yes
Nueces Bay Causeway Earthen Ramp	US-181 S, Frontage Rd, Portland, TX 78374	Hard "Shell & Caliche"	3	80' x 250' "Hard Shell & Caliche"	27° 51' 29" N 97° 21' 10" W	No
Ingleside Cove Park Boat Ramp 361-	Parkview Pl, Ingleside, TX 78362	Hard "Cement"	2	100' x 200' "Asphalt"	27° 50' 16" N 97° 13' 13" W	Yes
Bahia Marina Boat Ramp 361-776-7295	84 Bayshore Dr, Ingleside, TX 78362	Hard "Cement"	1	40' x 100' "Asphalt"	27° 49' 53" N 97° 13' 28" W	Yes
The Brass Turtle Lodge Boat Ramp	1233 Bayshore Dr, Ingleside, TX 78362	Hard "Cement"	1	60' x 130' "Asphalt & Dirt"	27° 49' 53" N 97° 13' 28" W	Yes
Aransas Pass Ransom Park Public Boat Ramp 361-758-1890	500 Ransom Rd, Aransas Pass, TX 78336	Hard "Cement"	2	130' x 180' "Asphalt"	27° 53' 20" N 97° 08' 48" W	Yes
San Patricio Navigation District 1 Marina Boat Ramp 361-785-1890	426 Ransom Rd, Aransas Pass, TX 78336	Hard "Cement"	2	80' x 300' "Asphalt"	27° 53' 24" N 97° 08' 55" W	Yes
Wilson's Cut Primitive Boat Ramp	Wilson's Cut, SH 361, Across from Seacomber Dr, Port Aransas, TX 78373	Primitive "Sand"	2	200' x 240' "Sand"	27° 44' 14" N 97° 08' 13" W	No
Island Moorings Yacht Club	3500 Island Moorings Pkway, Port	Hard "Cement"	1	50' x 70' "Asphalt"	27° 48' 24" N 97° 05' 13" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
& Marina Boat Ramp 361-749-4100	Aransas, TX 78373					
Dennis Dreyer Municipal Harbor Public Boat Ramp 361-749-5429	301 J. C. Barr Blvd, Port Aransas, TX 78373	Hard "Cement"	8	250' x 700' "Asphalt"	27° 50' 20" N 97° 04' 05" W	Yes
University of Texas Marine Science Institute Marina Boat Ramp 361-749-6711	750 Channel View Dr, Port Aransas, TX 78373	Hard "Cement"	1	50' x 100' & 50' x 430' "Asphalt"	27° 50' 15" N 97° 03' 11" W	Yes
Conn Brown HarborPoint Park Public Boat Ramp 361-758-5301 x1109 (361-441-4077)	Bigelow St, Aransas Pass, TX 78336	Hard "Cement"	8	350' x 550' "Asphalt"	27° 53' 59" N 97° 08' 12" W	Yes
Cove Harbor South Boat Ramp 361-729-6661 (361-385-0524 after hours)	102 Cove Harbor S, Rockport, TX 78382	Hard "Cement"	1	230' x 300' "Cement"	27° 59' 23" N 97° 04' 44" W	Yes
Cove Harbor North Boat Ramp 361-729-6661	164 Cove Harbor N, Rockport, TX 78382	Hard "Cement"	4	250' x 500' "Asphalt"	27° 59' 32" N 97° 04' 22" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
(361-385-0524 after hours)						
Rockport Beach Park Boat Ramp 361-729-6661 (361-385-0524 after hours)	210 Seabreeze Drive, Rockport, TX 78382	Hard "Cement"	2	60' x 650' "Cement & Asphalt"	28° 01' 51" N 97° 02' 20" W	Yes
Fulton Beach Boat Ramp 361-729-6661 (361-385-0524 after hours)	End of Palmetto Ave at S Casterline Dr, Rockport, TX 78382	Hard "Cement"	1	80' x 80' "Dirt"	28° 03' 37" N 97° 02' 00" W	Yes
Kontiki Beach Resort Boat Ramp (Private) 361-729-0555	2290 N Fulton Beach Rd, Rockport, TX 78382	Hard "Cement"	1	120' x 180' "Cement Triangular"	28° 06' 11" N 97° 01' 32" W	Yes
Copano Bridge Boat Ramp 361-729-6661 (361-385-0524 after hours)	SH-35 south of Copano Bay Bridge, Rockport, TX 78382	Hard "Cement"	2	50' x 800' "Cement & Asphalt"	28° 06' 48" N 97° 01' 32" W	Yes
Redfish Camp Boat Ramp	2720 SH-188 at Port Bay, Aransas Pass, TX 78336	Hard "Shell/Caliche"	2	80' x 200' "Dirt"	27° 59' 33" N 97° 09' 53" W	Yes
Egery Island Marina	170 FM-136, Taft, TX 78390	Hard "Shell/Caliche"	2	120' x 120' "Dirt"	28° 04' 16" N 97° 13' 11" W	No
TPWD Bayside Public Boat Ramp	FM-136 at Copano Bay Dr, Bayside, TX 78340	Hard "Cement"	2	100' x 90' "Shell"	28° 03' 37" N 97° 02' 00" W	No

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
361-289-5566						
Aransas River/Bonnie View Boat Ramp 361-526-4434	South end, (100-299) Aransas River Rd, Woodsboro, TX 78393	Hard "Cement"	1	130' x 150' "Asphalt & Dirt"	28° 07' 20" N 97° 18' 35" W	No
Mission River Boat Ramp 361-526-4434	North end, Mission River Rd off FM-136, Woodsboro, TX 78383	Hard "Cement"	1	120' x 180' "Asphalt"	28° 03' 37" N 97° 02' 00" W	Yes
Sea Gun Marina Boat Ramp 361-727-2220	5810 SH-35 N, Rockport, TX 78382	Hard "Cement"	2	250' x 300' "Caliche & Dirt"	28° 08' 13" N 97° 00' 25" W	Yes
Goose Island State Park Boat Ramp 361-729-2858	Park Rd 13B, Rockport, TX 78382	Hard "Cement"	2	80' x 150' "Asphalt"	28° 07' 43" N 96° 59' 08" W	Yes
St. Charles Bay Boat Ramp	175 Lamar Beach Rd, Rockport, TX 78382	Hard "Cement"	2	80' x 300' "Asphalt"	28° 08' 31" N 96° 58' 35" W	Yes
Cavasso Creek Primitive Boat Ramp	SH-35 bridge at Cavasso Creek, Rockport, TX 78382	Soft Primitive "Dirt"	1	40' x 150' "Dirt"	28° 03' 37" N 96° 02' 00" W	No
Aransas NWR Boat Ramp 361-349-1181	1 Wildlife Cir, Austwell, TX 77950	Hard "Cement"	1	80' x 80' "Dirt"	28° 13' 52" N 96° 47' 57" W	Yes
Hoppers Landing 361-286-3331	141 Hopper Rd, Austwell, TX 77950	Medium "Shell"	1	170' x 270' "Dirt"	28° 20' 46" N 96° 47' 40" W	Yes
Austwell Public Boat Ramp	205 Bay St, Austwell, TX 77950	Hard "Cement"	1	50' x 100' "Caliche"	28° 23' 30" N 96° 50' 18" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
Seadrift Coke LP Boat Ramp 361-552- 8887	8618 SH-185, Port Lavaca, TX 77979	Hard "Cement"	1	70' x 80' "Caliche"	28° 30' 30" N 96° 47' 53" W	No
Carbide Cut Boat Ramp	End of Barge Dock Rd (Gbr Rd), Port Lavaca, TX 77979	Hard "Cement"	1	50' x 200' "Caliche"	28° 29' 06" N 96° 46' 40" W	Yes
Seadrift Bay Front Park Boat Ramp 361-785- 2251	1205 Bay Ave, Seadrift, TX 77983	Hard "Cement"	1	60' x 350' "Caliche"	28° 24' 32" N 96° 43' 24" W	Yes
Dockside Bait and Tackle 361-785- 3344 (-4280)	806 S Main St, Seadrift, TX 77983	Hard "Cement"	4	80' x 170' & 50' x 300' "Caliche"	28° 24' 28" N 96° 42' 42" W	Yes
Bill Sanders Memorial Park (Swan Point) Boat Ramp 361-553- 4600	1522 Swan Point Rd, Seadrift, TX 77983	Hard "Cement"	2	150' x 150' "Asphalt"	28° 23' 23" N 96° 42' 29" W	Yes
Cliburn's Boat Ramp	FM-185 & Welder Cliburn Ranch Road (south end of Ranch Road)	Hard "Cement"	1	50' x 100' "Caliche / Shell"	28° 19' 55" N 96° 38' 52" W	No
Charlie's Bait Camp Boat Ramp 361-785- 3023	4194 Lane Rd, Seadrift, TX 77983	Hard "Cement"	2	200' x 250' "Caliche"	28° 21' 57" N 96° 34' 40" W	Yes
Shoalwater Flats Association Boat Ramp 361-785- 2907	4197 Lane Rd, Seadrift, TX 77983	Hard "Cement"	1	100' x 140' "Caliche / Shell"	28° 21' 51" N 96° 34' 53" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
The Sanctuary at Costa Grande Boat Ramp 888-552-0785	701 Sanctuary Lakes Dr, Seadrift, TX 77982	Hard "Cement"	3	120' x 180' "Cement"	28° 24' 54" N 96° 29' 28" W	Yes
Froggies Bait Dock Boat Ramp 361-983-4466	2649 Stella Ave, Port O'Connor, TX 77982	Hard "Cement"	4	100' x 140' "Caliche"	28° 25' 55" N 96° 25' 58" W	Yes
Braman Ranches LLC (Bobbie's) Boat Ramp 361-578-6271	2046-2049 Maple St, Port O'Connor, TX 77982	Hard "Cement"	1	100' x 170' "Caliche"	28° 26' 09" N 96° 25' 25" W	Yes
POC Fishing Center Boat Ramp 361-983-4440	1303 Water St, Port O'Connor, TX 77982	Hard "Cement"	4	200' x 300' "Caliche & Asphalt"	28° 26' 20" N 96° 24' 51" W	Yes
Clark's Seafood & Bait Shop Boat Ramp 361-983-4388	Seventh St & Commerce St, Port O'Connor, TX 77982	Hard "Cement"	1	220' x 250' "Caliche"	28° 26' 27" N 96° 24' 30" W	Yes
Powderhorn RV Park Boat Ramp 361-541-8263	601 Powderhorn Ln, Port Lavaca, TX 77979	Hard "Cement"	1	None (RV Parking)	28° 30' 35" N 96° 30' 22" W	Yes
Indianola Fishing Marina 361-552-5350	8 Bell St, Port Lavaca, TX 77979	Hard "Cement"	2	60' x 100' "Caliche"	28° 30' 42" N 96° 29' 17" W	Yes
Magnolia Beach Boat Ramp 361-553-4600	101-201 N Ocean Dr, Port Lavaca, TX 77979	Hard "Cement"	1	110' x 400' "Caliche / Shell"	28° 33' 40" N 96° 32' 21" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
Gallinipper Point Boat Ramp	Alamo St & Carrigan Ave, Port Lavaca, TX 77979	Hard "Cement"	1	70' x 170' "Caliche / Shell & Dirt"	28° 35' 01" N 96° 34' 19" W	No
Chocolate Bayou Public Boat Ramp	452 Buren Rd, Port Lavaca, TX 77979	Hard "Cement"	1	100' x 400' "Caliche / Shell & Dirt"	28° 34' 42" N 96° 39' 00" W	Yes
Harbor of Refuge Boat Ramp	Mowen Dr & S Virginia St, Port Lavaca, TX 77979	Hard "Cement"	1	100' x 400' "Caliche / Shell & Dirt"	28° 35' 42" N 96° 37' 11" W	Yes
Bayfront Peninsula Park Boat Ramp 361-552-3347	US-85 (Main St) & Commerce St, Port Lavaca, TX 77979	Hard "Cement"	1	120' x 220' "Asphalt"	28° 37' 05" N 96° 37' 16" W	Yes
Lighthouse Beach Boat Ramp 361-552-5311	700 Lighthouse Beach Rd, Port Lavaca, TX 77979	Hard "Cement"	2	70' x 370' & 70' x 220' "Asphalt"	28° 38' 21" N 96° 36' 44" W	Yes
Six Mile Park Boat Ramp	East end of Park Rd, Port Lavaca, TX 77979	Hard "Cement"	2	70' x 300' "Asphalt"	28° 41' 38" N 96° 39' 49" W	Yes
Garcitas Creek Boat Ramp	FM-616 Bridge at Garcitas Creek	Hard "Cement"	1	50' x 350' "Dirt"	28° 46' 40" N 96° 41' 56" W	No
FM-616 Public Boat Ramp at Navidad River	FM-616 Bridge at Lavaca/Navidad Estuary, Lolita, TX 77971	Hard "Cement"	1	180' x 190' "Asphalt"	28° 49' 57" N 96° 34' 36" W	Yes
Frell's Landing Boat Ramp	West end of CR-426 at Lavaca River, Lolita, TX 77971	Hard "Cement"	1	100' x 100' "Dirt / Caliche"	28° 49' 22" N 96° 34' 28" W	No
Point Comfort City Park / Waterfront Park Boat Ramp	905 Lamar St, Point Comfort, TX 77978	Hard "Cement"	1	80' x 400' "Asphalt"	28° 40' 53" N 96° 33' 46" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
361-987-2661						
Florence Bait Camp Boat Ramp	2nd St, Port Lavaca, TX 77979	Hard "Cement"	1	80' x 400' "Asphalt"	28° 38' 25" N 96° 27' 31" W	No
Olivia Haterius Park Public Boat Ramp	27338 SH-172, Port Lavaca, TX 77979	Hard "Cement"	1	60' x 360' "Asphalt, Dirt & Caliche"	28° 38' 10" N 96° 27' 25" W	Yes
SH-35 Carancahua Boat Ramp	5165-5199 SH-35, Palacios, TX 77465	Hard "Cement"	1	100' x 200' "Asphalt"	28° 44' 16" N 96° 24' 06" W	Yes
Boca Chica Boat Ramp on Caracahua Bay	719 CR-479, Palacios, TX 77465	Hard "Cement"	1	100' x 300' "Dirt & Caliche"	28° 41' 08" N 96° 23' 31" W	Yes
Schicke Point Boat Ramp (Private)	Schicke Rd & Hughes St, Port Lavaca, TX 77979	Hard "Cement"	1	40' x 300' "Caliche"	28° 38' 11" N 96° 21' 21" W	Yes
Jensen Point Boat Ramp	1 Jensen Point Dr, Palacios, TX 77465	Hard "Cement"	1	50' x 90' "Asphalt"	28° 41' 14" N 96° 16' 28" W	No
Port of Palacios (MCND #1) Turning Basing #3 Boat Ramp 361-972-5556	900-1000 Margerum Blvd, Palacios, TX 77465	Hard "Cement"	2	40' x 200' & 60' x 100' "Asphalt"	28° 41' 48" N 96° 13' 52" W	Yes
Palacios Educational Pavilion / South Bay Boat Ramp 361-972-3605	693 S Bay Blvd, Palacios, TX 77465	Hard "Cement"	2	130' x 220' "Asphalt"	28° 41' 54" N 96° 13' 06" W	Yes
The Point / East Bay Boat Ramp 361-972-3605	500 E Bay Blvd, Palacios, TX 77465	Hard "Cement"	2	100' x 200' "Asphalt"	28° 42' 16" N 96° 12' 33" W	Yes

South Texas Coastal Zone Area Contingency Plan

South Texas Boat Ramps/Cranes						
RAMPS						
Grassy Point Bait Shop Boat Ramp 361-972-5053	529 E Bayshore Dr, Palacios, TX 77465	Hard "Cement"	1	60' x 140' "Caliche"	28° 42' 52" N 96° 12' 02" W	Yes
Tres Palacios / Carl Park Boat Ramp 979-244-7605	3310 FM-521 (at Tres Palacios River), Palacios, TX 77465	Hard "Cement"	1	180' x 180' "Caliche"	28° 47' 11" N 96° 09' 01" W	Yes
FM-521 River Park Boat Ramp 979-244-7605	FM-521 (at Colorado River), Bay City, TX 77414	Hard "Cement"	1	90' x 220' "Asphalt"	28° 47' 15" N 95° 59' 45" W	Yes
Selkirk Recreation Area Boat Ramp (Private) 713-299-8205	12 Selkirk Rd (CR-243), Bay City, TX 77414	Hard "Cement"	1	100' x 150' "Dirt"	28° 46' 06" N 96° 00' 07" W	Yes
Matagorda Harbor Boat Ramp 979-863-2103	189 CR-213 Matagorda, TX 77457	Hard "Cement"	4	300' x 600' "Cement & Caliche"	28° 41' 34" N 95° 57' 28" W	Yes
Wayne's Bait Camp Public Boat Ramp 361-648-8489	1422-1426 FM-2031 Matagorda, TX 77457	Hard "Cement"	2	130' x 260' "Asphalt"	28° 40' 13" N 95° 57' 54" W	Yes
Rawlings Bait Camp Boat Ramp 979-863-7669	205 Beach Rd Matagorda, TX 77457	Hard "Cement"	1	50' x 200' "Caliche"	28° 37' 40" N 95° 58' 15" W	Yes
(LCRA) Matagorda Bay Nature Park Boat Ramp 979-863-2603	6430 FM-2031 Matagorda, TX 77457	Hard "Cement"	1	150' x 200' "Caliche"	28° 36' 11" N 95° 58' 40" W	Yes

8000 USCG Diving Operations Inspection Guide

The inspection of a dive site can be conducted much like an inspection of a barge or vessel. The three main sections of interest are documentation, personnel and equipment.

Applicability –The outer continental shelf, and from any vessels required to have a COI regardless of their geographic location. 46CFR Part 197.202

Designation of Person-in-Charge – The diving supervisor must be designated in writing. No law or rule that I have seen states what the form is to look like. I have seen memorandums style letters, and I have seen the designation be as simply as a supervisor’s name on a dive log (dive logs are legal documents). The dive supervisor must be known not only to the dive crew but also all stakeholders in the dive operation. 46 CFR Part 197.210

Operations Manual - 46 CFR Part 197.420 This must be on the dive site. It will be located in the dive shack or near the rack if the jobsite does not have a dive shack. Many companies label this as the “Safe practice manual”. Whatever it is called the following information must be provided; Safety procedures, personnel assignments, emergency procedures, and operating procedures with respect to use of burning, welding and underwater tools.

Logbook - 46 CFR Part 197.480 this does not have to be a BOOK, and in most cases it is not. Dive supervisors will have a running log, and a stack of dive logs. Individual divers will have their logbooks with the logged dives that they have made throughout their careers. The dive logs MUST have the following info:

- Date, Location of dive, mode of diving (scuba, air, mixed gas, or SAT)
- The names of the supervisor diver, standby diver, tender, and standby tender
- Weather condition, water visibility, currents, temperature
- The type of work being performed
- Time diver leaves surface, leaves bottom, reaches surface, times at each water stop, repeat group, and surface interval if less than 24 hours from last dive.

8100 Dive Station

The following equipment MUST be at the dive station and continuously monitored throughout the duration of each dive:

- Gauges. A gauge indicating diver depths must be at the dive location for surface supplied divers. This is called the pneumofathometer or Pnuemo gauge.
- Timekeeping Device. Offshore industry standard is TWO stopwatches on site. This is in case one has a dead battery in the middle of a dive. It is also Standard practice on decompression dives, especially when running a chamber to synchronize watches with the Tenders prior to every shift. The tenders operate the chamber, therefore tenders or any chamber operator MUST have their watches synchronized with dive supervisors.
- Dive Tables applicable to dive.
- Treatment Tables.
- Primary Breathing Supply.
- Secondary Breathing Supply. Required for dives deeper than 130fsw. Industry standard is to have a rack or manifold with Primary air from a compressor, secondary

air from a separate compressor and high pressure air bottles as a third air supply. The HP (high pressure) air will usually be labeled on the rack as emergency or HP air. All valves should be labeled on the rack.

8200 Equipment on Deck

- Air compressors system. The system must have a pressure vessel (known as volume tank) that has check valve on inlet side, pressure gage, a relief valve, and a drain valve.
- Air quality tests. Every breathing air compressor must be tested for air quality every 6 months.
- Dive Hoses. Hoses will be made up of communications wire, strength line, pneumofathometer hose and breathing gas hose.
- Diving Helmets. The dive hats that will be encountered will be a Superlight, miller or Gorski. Each of these brands meets the requirements. They are all REQUIRED to be inspected by the manufacturer annually. Each Dive had should have a sticker on the hat, or the certificate at the dive site.
- Divers Safety harness. Look for a positive buckling system and ensure that the hose is not being pulled by the helmet. This harness will have the emergency gas bottle (the bailout) married into it.
- PVHO-General (the chamber, or the can). Must be built in accordance with ASME PVHO-1. On the site inspectors should look to see that chambers have shut off valve located within a foot of all pipe penetrating pressure boundaries. Have a two way communications between the chamber operator and the diver in the chamber (most often sound powered phones). Look for pressure gage for each compartment of chamber. Also inspectors should ensure that a person can lay flat in the chamber. There should be portholes for operator to see the diver in chamber.

8300 Guidelines for Reviewing a Salvage Plan

For any salvage operation several different techniques can be used to safely achieve the goal. These guidelines intend to show the types of questions that should be asked while formulating a salvage plan and in some cases used for selecting the best plan for a specific operation.

Assessment Phase

This may be done with side scan sonar, remote operated vehicles or divers, or any other means that may gather the required information. If divers are utilized ensure that they are professional hard hat divers familiar that utilize surface supplied equipment. The entire dive team must have certificates from a commercial dive school or the military (US Navy Dive School 2nd class minimum). There is no government issued license for divers, however the International Marine Contractors Association (IMCA) and the Association of Diving Contractors (ADC) are the most recognized and accepted association for commercial divers. The ADC members carry experience level cards rating from entry level tender to dive supervisor. Things to consider during the assessment phase:

- Is the vessel a hazard to health, Safety or the Environment? If yes then contact spill response and or medical teams.
- Vessel description. Not only get an idea of size & weight but also look for things like; structural integrity of vessel or object to be salvaged, will object shift or move

South Texas Coastal Zone Area Contingency Plan

during rigging process, find out condition of cargo (if any). Will cargo shift or leak during lift?

- Review an appropriate incident action plan. When reviewing the plan focus on key elements such as; Is the plan designed for an inland application such as shallow harbors with minimal industrial equipment or is it a plan utilizing tugs, barges and heavy lift cranes?

The Salvage Response Plan must address these following elements: Does the salvage team intend to use heavy lift crane or lift bags? If lift bags are the method of recovery then ask the following questions;

- Why are lift bags used instead of a heavy lift crane? Answers may include cost, time efficiency or unavailability of crane. Is the water deep enough to raise object to surface not just off bottom? Once object is on surface what is the next phase of salvage?
- Tow object? Dewater? If dewatering while lift bags are supporting object how will the salvage team stop load from shifting during dewatering process? Are salvage team members familiar with lift bag characteristics?
- Review the lift bag method thoroughly. A salvage operation can be accomplished safely and efficiently using lift bags, however this is the riskier option. Verify that the divers are familiar with the lift bags. Lift bags are one of the leading causes of fatalities among divers.

If a heavy lift crane is utilized ask;

- How does the salvage team intend to lift object? One lift or multiple? If it is multiple lifts is object being cut? Is burning required, cold cuts, diamond wire saw?
- Are rigging points established on object?
- What other tools are required? Examples are burning holes, welding pad-eyes or jetting underneath a section of the object. Ensure the required equipment is on site.
- Verify that crane/rigging is rated for lift.
- Also ask if the crane has a stable platform. Offshore cranes will be on a barge, however inland channels may be too narrow or shallow for a heavy lift crane barge.
- Once object is on the surface what is the next step?
- Float or tow object?
- Review route and destination. Ensure that the object is in condition to travel the route. Be aware of potential hazards on route, and contingencies for object that may become grounded or sink en route to destination.
- Stow object on Material Barge

8400 Information for Salvage Survey

Vessels Name/Type: _____

Official Number: _____

Flag: _____

Owner/Operator: _____ Ph: _____ Builder: _____

Class Society: _____ Year: _____

L _____ B _____ D _____

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Brief description of casualty:

- Date/Time of casualty: _____
- Extent of damage: _____
- Hazardous Cargo Spill? _____
- Structural details (double bottom): _____
- Number of Tanks/Holds (tank soundings): _____
- Drafts (strandings) before: Fwd: _____ Aft: _____
- Drafts (strandings) after: Fwd: _____ Aft: _____
- Tides at time of casualty: _____
- Type of bottom (mud, sand): _____
- Condition of vessel's propulsion: _____
- Aim/Intent of salvage operation: _____

If vessel is foreign flag, then USCG will need plans such as Lines Plan, General Arrangement, Tank Tables, T&S Booklet, etc... for detailed calculations.